DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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E&S Tankers successfully complete first ship-to-ship methanol bunkering

The Gothenburg-based "Stena Germanica" is the first ferry worldwide to use this fuel of the future/ A milestone in the methanol business/Supply chain moved from road to sea

Moored alongside the cargo and passenger ferry "Stena Germanica" (64,039 GRT) in the port of Gothenburg, E&S Tankers' "Stolt Sandpiper" (4,449 dwt) transfers the methanol bunker straight into the ship's fuel tanks

With a length of 241 m, the Swedish-flagged "Stena Germanica" (64,039 GRT) is one of the largest ferries in the Baltic Sea region. It transports ro-ro cargo and up to 1,300 passengers on the Kiel-Gothenburg route. The shipping company Stena Line is particularly proud of the fact that the four dual-fuel propulsion engines (type Sulzer-CMM 8ZAL40S, total output 23,000 kW) have been operated mainly with particularly environmentally friendly methanol (methyl alcohol) since the conversion in 2015. For this purpose, the ballast tanks have been converted into methanol tanks; marine diesel can still be used if necessary. The "Stena Germanica" is the first ferry worldwide to use this fuel of the future. Methanol for ship propulsion is still at an early stage of development. Therefore, land supply is only guaranteed in a few ports so far. Since neither Gothenburg nor Kiel have tank farms dedicated to methanol, the methanol imported from the USA in large tankers has to be distributed from the European central tank storage in Antwerp by road in tanker trucks and delivered to the seagoing vessel by barge. This has also been the case in Gothenburg so far.

Methanol imports in large tankers from the USA

At the end of January, the time had come. E&S tanker "Stolt Sandpiper" (4,449 dwt) moored alongside the "Stena Germanica" using a purpose-built platform to transfer the bunker hoses to the bunkering station of the much larger ferry. A Swedish newspaper described this world premiere: "The rapid rollout of landmark methanol fuelling moments continues with news from Sweden, where the world's first methanol ferry, the 'Stena Germanica', has become the first non-tanker to successfully complete ship-to-ship methanol bunkering with fuel provided by Methanex Corporation."

Methanex, headquartered in Vancouver, Canada, with production facilities several places around the world, said: "As the world's largest producer and supplier of methanol, we're pleased to continue our collaboration with Stena Line to demonstrate that methanol is a leading alternative, cleaner-burning, future-proof marine fuel. This first ship-to-ship methanol for a non-tanker leveraging our partners E&S Tankers and the port of Gothenburg, is further evidence that methanol is globally available, safe to ship,

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The confusing global political situation and its economic effects extending into private life are not what we had hoped for in 2023. Added to this are ambitious climate goals that are important but on whose implementation there is often no agreement. In particular for the shipping industry, which plans for the long term.

After the travel and contact restrictions for Covid-19 were dropped worldwide in February, a big burden was lifted from us. Covid-19 has not disappeared, but will continue to accompany our lives. Therefore, we must not treat the disease carelessly. The new situation made it possible for the first time in almost three years to organise a seminar for captains and officers lasting several days at Hotel Sudermühlen near Hamburg in March. With 42 captains and officers, this seminar was better attended than ever before. However, the high number of cancellations was disappointing. It became apparent that personal discussions not only contribute to team building but that many topics regarding our increasingly complex daily business can be better communicated face-to-face. In any case, the seminar was a complete success.

In view of the first newbuildings in China expected in Europe in late summer, and in view of the currently pleasingly stable earnings at John T. Essberger, within the framework of our E&S Tankers joint venture the topic of reducing bunker consumption took up a lot of space, with the aim of saving fuel costs and reducing CO_2 emissions.

These measures will only be successful if the theoretical guidelines from the office match the practical experiences on board. What better way to discuss the topic than in a personal conversation like at a seminar?

Yours Heinrich von Rantzau

Launching of the first *China newbuild was postponed to the end of March, due to the delayed completion of two other vessels that are under construction in the same dock. This will, however, not have a negative impact on the scheduled delivery of the first vessel, "Liselotte Essberger", which is still planned for early July 2023. The photo on the left illustrates the latest construction status in the three-ship dock. The photo on the right shows "Liselotte Essberger" looking aft to forward*

"Christian Essberger": vessel of the year

Johann J. Isaksen, Director Ship Management, announces: "Last year, 'Christian Essberger' came second, but this year the team took her another step up, making her the best-performing vessel. The team has consistently delivered the highest performance and the ship is becoming the benchmark for the highest standard in our fleet. The team's proactive and committed leadership has ensured that the ship has operated without any unexpected off-hire, despite her 22 years in service. This would not have been possible without the excellent cooperation between ship and shore. We thank the officers, crew and shore team for their fantastic performance. As an appreciation, the vessel will be awarded with 2,500 euros to the welfare fund. A plaque will also be given to the vessel.

Second place of the "Vessel of the year 2022" goes to "Elsa Essberger". An all-over robust performance in every aspect of operations. This includes safety, vetting, off-hire performance and cost control in a year when prices increased more than normal. The team on board operated both safely and efficiently and collaborated with the shore team very well. As an appreciation the vessel is awarded with 1,500 euros to the welfare fund.

Third place in the 2022 competition goes to "Amalie Essberger" and "Nordic Sund". This time two vessels are awarded third place. Both vessels delivered a very robust performance and had zero injuries throughout 2022. "Amalie Essberger" has been recognised as one of the top-performing vessels by E&S tankers, largely due to the strong collaboration to optimise operations. Both vessels did not experience any technical off-hire throughout the year despite the intense cargo programme. Moreover, "Nordic Sund" joined the JTE ship management in 2021 and has in a short period of time adapted to our procedures and standards. In addition, improvements in vetting results were achieved despite significant changes to the manning due to the change of management.

This year we would like to give recognition to a stand-out vessel in the container fleet, the "Ubena". The team on board have managed to greatly improve the technical and cosmetic condition of the vessel, while at the same time entering a new charter and trading area, along with challenging ports. In 2021, the vessel struggled to deliver a reliable service. However, in 2022, the vessel delivered the highest performance to the customer. We appreciate the team's solid contribution in 2022. The vessel will be awarded 750 euros to the welfare fund. Congratulations to all crews for a super performance.

First ship-to-ship methanol bunkering in Gothenburg

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store and handle using procedures similar to those for conventional marine fuels."

Analysis from classification society DNV shows methanol was the second most popular alternative fuel choice for newbuild orders last year after LNG, with 35 ships ordered, bringing the total count to 82 ships.

Incidentally, the four chemical tankers currently under construction for John T. Essberger in China with their diesel/LNG dual-fuel engines are also suitable for running on methanol. Christian Vang of E&S Tankers: "What we have achieved is a milestone in the methanol business and important for the image of E&S Tankers. We expect further methanol transshipments, also as additional cargo for our tankers. In Gothenburg, the construction of a methanol bunker terminal is in the planning stage, which we would, of course, like to supply. We will definitely pursue the methanol project. I am sure that our experience could soon pay off."

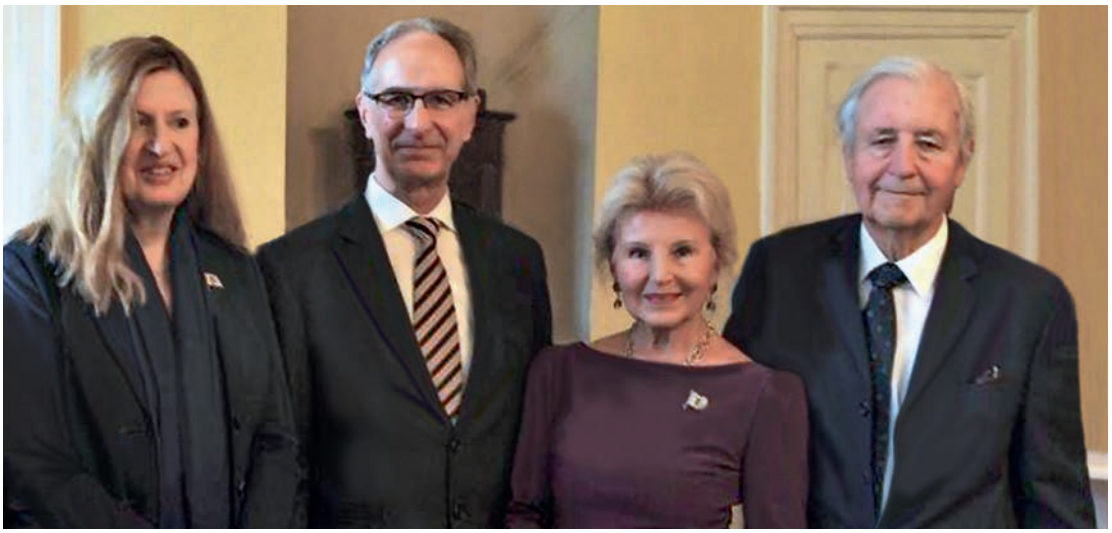
42 Captains and officers joined the seminar in Sudermühlen

Malenkov, Andrei, Master
Myszka, Kamil, 3/E
Kulesza, Dominik, 2/O
Szalinski, Marcin, 2/O
Gajdowski, Boguslaw, Master
Giedziewicz, Boguslaw, Master
Niedzielski, Krzysztof, Master
Kawczynski, Jaroslaw, C/O
Rzepka, Waldemar, C/O
Wolczek, Tomasz, C/E
Yurkevych, Volodymyr, C/E
Szulta, Michal, 3/E
Wojciechowski, Tomasz
Zuczek, Maciej, 3/E
Baranovskis, Ilja, C/O
Jambajevs, Farits, 2/O
Zathejs, Andrej, 2/O
Kolesins, Aleksejs, 2/E
Kocanovs, Viktors, 2/E
Akyildiz, Orhan, C/O
Hollmen, Fredrik, C/E
Lopez, Enrique Romero, Master
Persson, Per-Olov, Master
Ghysels, Koen, Master
Panishev, Sergey, C/E
Plyasukhin, Aleksey, C/E
Mozheyko, Andrey, 2/E
Cioban, Ioan-Christian, Master
Albul, Roman
Cornea, Marian, C/E
Tuca, Costica, C/E
Agi Acai, Emrah, 2/E
Prena, Marcin, C/E
Dyszewski, Bartosz, 3/O
Kanters, Leonardus, Master
Niczyperowicz, Cezary, Master
Sadecki, Dawid, Master
Kubacki, Daniel, Master
Krok, Jaroslaw, C/O
Maniecki, Krzysztof, C/O
Van Royen, Steven, C/E
Brand, Bartholomeus Maria, 2/E
Bychkov, Volodymyr, 2/E
Bergsma, Walter, Master

Patricia von Rantzau hands over the first prize to Captain Krzysztof Niedzielski of "Christian Essberger", vessel of the year. 2nd Engineer Emrah Agi Agai to the left, 3rd Engineer Michal Szulta to the right. At the dinner, Dr Eberhart von Rantzau addressed the participants of the seminar and gave an outlook on the future of John T. Essberger. The company will celebrate its 100th anniversary in the coming year

Goodbye after 36 years: farewell to Wilfried Fuhrmann

As the head of the entire Finance department, he played a major part in the development of the DAL/JTE group of companies and was involved in various takeovers



Head of Finance Wilfried Fuhrmann with Patricia von Rantzau and Heinrich and Annette von Rantzau on his last official day. The reception was held in the historic Gartensaal of the Essberger building on Palmaille

For 36 years Wilfried Fuhrmann, most recently head of the entire Finance department, worked for our group of companies. On 21 March 2023 he retired with great participation of employees, consultants and business partners. Heinrich von Rantzau gave the eulogy on behalf of the owner family. He was accompanied by his wife Annette and his sister-in-law Patricia von Rantzau, who represented her husband Dr Eberhart von Rantzau. His designated successor as Head of Finance, Dr Ricardo Alvarez, also attended the farewell in the Gartensaal of the Essberger building.

In a time of many technical innovations

Mr Fuhrmann started working for the company in 1987 as an employee in the Controlling department. He was quickly assigned other tasks. His first years coincided with a time of many technical innovations, such as the introduction of powerful computers and software programs, for which he was responsible. In 1989, he moved from the shipping industry to the corporate investment division for two years. Even then, he worked his way into examining companies that appeared suitable for acquisition. This became the focus of his activities until today. In 1993, Mr Fuhrmann was put in charge of controlling, and in 2021 he took over the management of the entire Finance department.

Always focused on the best result

"Mr Fuhrmann played a major part in the development of our shipping company as a sober and equally competent and diligent financial expert. His calculations always formed a reliable basis for our entrepreneurial decisions. This includes, among other things, the successful takeover of three competitors by John T. Essberger, a plethora of newbuilding orders, to name but a few," said Heinrich von Rantzau, adding: "He thus made an important contribution to helping John T. Essberger achieve the strong market position it occupies today." Mr von Rantzau added, also on behalf of his brother Dr Eberhart von Rantzau: "Dear Mr Fuhrmann, your reliability, your thoroughness and your characteristic modesty, which never seek the limelight but only focus on the best result, have always impressed us."

Liselotte von Rantzau Square in Hamburg

The great shipping lady receives a special tribute by her hometown/Square in the new HafenCity still under construction

Liselotte von Rantzau-Essberger (1918-1993), the daughter of shipping company founder John T. Essberger, was at the helm of our group of companies for more than 30 years. Her social commitment and her efforts to establish women in a male-dominated shipping world made her famous far beyond Hamburg. As a shipowner, she herself occupied a special position, internationally respected and appreciated by her colleagues. Recently, she received a special tribute in her hometown. At Baakenhafen, near the centre of the HafenCity, there is now a Liselotte von Rantzau Square. The street signs are not up yet, but her name is already on the city maps. The square is located at a building gap where construction has just begun on the "Roots" skyscraper, which will be made entirely of wood. At 18 storeys and 65 metres high, it will be the tallest wooden building in Germany. In the entrance area, the German Wildlife Foundation will have an interactive exhibition space. Completion is planned for the first quarter of 2024. By then, at the latest, the signs bearing the name Liselotte von Rantzau will also be visible.

Liselotte von Rantzau-Essberger, the lady shipowner

Containers and cranes: construction work on Liselotte von Rantzau Square

A rendezvous with "Helga Essberger"

Dr Ricardo Alvarez, Finance Director of the DAL/JTE Group, joined the chemical tanker in Rotterdam to get an impression of the complex technical environment on board/He writes:

Dr Ricardo Alvarez, new Finance Director of the DAL/JTE Group, took a close look at the daily routine on board a chemical tanker. "Helga Essberger's" Master Arkadiusz Duczinsky "endured his numerous questions"

The 23-year-old lady has hidden superlatives within the diverse fleet: am impressive 5,300 kW main engine, 24 cargo tanks with nearly 9,900 dwt, large welding fixture/equipment and its own workshop, and for leisure time a spacious gym and a sauna. The crew reflects the tradition that Essberger has in sailing with East European officers and Filipino ratings. Safety on board and crew health is most important but efficiency and cost sensitivity are also reflected throughout the routine. Using mobile phones and taking pictures on deck are strictly forbidden according to procedures which shows that a safety culture, has comprehensively arrived on board. Russians, Ukrainians, and Lithuanians communicate in Russian, not because of their native language but as the common and natural denominator. So the crews are positively ahead of current politics. "Helga" (ex-"Crystal Amaranto") illustrates John T. Essberger's success in incorporating different cultures and respective assets. All explanations on fixed plates in the engine room are still in Italian and our cost-conscious engineers have the respective translations on the top of their heads.

During the voyage some challenges caught my attention: bunkering of 180 mts of MGO in Rotterdam is followed by the usual discussions if the ordered and delivered volume are congruent. She loaded 6,400 mts of caustic soda, of which 4,000 mts were determined for Skellefteahamn and 2,400 mts for Pori. The ballast treatment system and its imperfect installation make it impossible to get rid of the ballast completely but as the vessel was not fully loaded it was not crucial for the voyage and can be clarified with class in due course. In Antwerp 1,020 mts of butyl acrylate for Kotka (Finland) were loaded but analysed beforehand by the surveyor, who found some particles inside the samples. A closed sample device was offered by the vessel and used directly. Laboratory analyses by the surveyor took more than seven hours without giving any indication in the meantime. Unfortunately, this is the sad normality in the ARA range and the presumption of innocence never applies to the ship. These were only some operational activities that the crew was involved in throughout their busy day and night schedule.

A trip on the North Sea never goes without a bit of romance

I am very grateful that the captain, the nautical officers and the entire crew endured my numerous questions and thus the assignment was very instructive. For me, the direct contact with the colleagues on board is helpful and I got to know the routine a little better, which is very different from mine. A regular exchange of experiences within the framework of joint team-building measures/training as done in Manila and Sudermühlen is highly welcomed and gives us a better understanding of the others' challenges and leaves room for required improvements.

Whereabouts

April 2023

Ship name	Master	First Mate	Chief Engineer
Agnes Essberger	Einar Bjoerkavaag	Denis Vlasov	Piotr Popiel
Amalie Essberger	Jakub Nadaj	Ruslanas Karpovas	Jeremias Cerdenia
Anneliese Essberger	Jan Ten Wolde	Pawel Pawlik	Jan Lodder
Annette Essberger	Waldemar Literski	John Christopher Domingo	Marian Cornea
Ardea	Harry Wierenga	Gerwin Peter Dijk	Hendrik Post
Birthe Essberger	Jacek Borysiuk	Aleksejs Glinskis	Leonid Volkov
Caroline Essberger	Walter Bergsma	Onno Smit	Oebele Kooistra
Charlotte Essberger	Boguslaw Gajdowski	Carl Marx Cidro	Lukasz Zeromski
Christian Essberger	Grzegorz Kakol	Mateusz Borysewicz	Oleksandr Samusenko
Coral Essberger	Paulo Santos	Piotr Adamski	Adam Szwajka
Cuno Essberger	Mariusz Borek	Piotr Czajkowski	Stefan Tudorache
Dutch Aquamarine	Thomas Kijzers	Albertus Konijn	Pieter-willem Mars
Dutch Emerald	Alex Buren	Sjoerd Rijndorp	Sipke Steenbergen
Ellen Essberger	Adam Incewicz	Krzysztof Brandalski	Miroslaw Szylobryt
Elsa Essberger	Stefan Grabowski	Edgars Seliverstovs	Roman Kulish
Georg Essberger	Henryk Bienenstok	Mariusz Piorkowski	Sylwester Leszczynski
Gisela Essberger	Dariusz Swierkosz	Filip Rajner	Pavel Semyonov
Helga Essberger	Arkadiusz Duczynski	Evgeniy Buzyrev	Pavel Kuzma
Johann Essberger	Deniss Tatarinovs	Pawel Bula	Piotr Trusinski
John Augustus Essberger	Edward Dziduszko	Waldemar Rzepka	Valeriy Bashkurov
Liesel Essberger	Antonio Petinga	Farits Jambajevs	Robert Piotr Starczewski
Lisa Essberger	Cornelis Lodder	Marcus Klein	Geert Sap
Maersk Launceston	Janusz Urbanski	Efren Jr Chin	Pavlo Polishchuk
Nordic Saga	Roar Kyvik	Francis Paul Parba	Alexey Yakovlev
Nordic Sira	Ingi Hansen	Marlon Bien Gonzaga	Lc Vincent Giuseppe Saul
Nordic Sola	Kent Baregg	Ronald Jr. Llanos	Bengt Gille
Nordic Sund	Leif Moller	Russel Derequito	Sergiy Gruby
Patricia Essberger	Arkady Khramushin	Szczepan Pachula	Zoran Zambata
Philipp Essberger	Tomasz Rembisz	Viacheslav Leonov	Vitor Belo
Roland Essberger	Piotr Bes	Adrian Kuzmicz	Dmitry Shcherbov
Theodor Essberger	Ali Ayara	Roman Rybin	Mikhail Borisyuk
Ubena	Eugeniusz Naciuk	Erwin Fanugon	Piotr Turski
Ulanga	Cezary Trzeciakiewicz	Rafel Nones	Romeo Roman
Ursula Essberger	Jeroen De Koster	Paul Gene Galotera	Gerlof Tijink
Wilhelmine Essberger	Marco Boshuijzen	Koen Stroomberg	Koen Schenk

Aus der Reederei-Familie

Jubiläen

25 Jahre

Quirino II Tuazon Filipino Agot,
C/O,
28.03.1998

Romy Rama Villar,
PMP,
01.04.1998

10 Jahre

Torsten Elvers,
Ship Management,
01.02.2013

Besondere Geburtstage

85 Jahre

Karl-Heinz Bahmann,
Pensionär,
05.02.1938

80 Jahre

Rainer Blotenberg,
Pensionär,
09.04.1943

75 Jahre

Carmen Kohn,
Pensionärin,
14.03.1948

70 Jahre

Michael Davies,
Pensionär,
06.02.1953

Karin Kreiensen,
Pensionärin,
04.04.1953

65 Jahre

Grzegorz Polish Topolewski,
C/E,
15.03.1958

60 Jahre

Sijbren Mollinga,
C/E,
16.02.1963

Oliver Schneider,
Ship Management,
16.02.1963

Alejandro Nagares Lusande,
2/O,
27.02.1963

Daniel Saddi Paule,
AB,
29.03.1963

Eugenio Montecastro Pastidio,
MTM,
01.04.1963

Antje Lohmann,
Rezeption,
30.04.1963

50 Jahre

Romeo Moscoso Panaguiton,
3/E,
03.02.1973

Lord Peligro Velasco,
CCK,
13.02.1973

Alfonso Jr Tubesa Tabares,
MTM,
27.02.1973

Tina Döscher,
Ship Management,
07.03.1973

Vicente Mendoza Menguito,
CCK,
18.03.1973

Maciej Binkul,
2/E, 22.03.1973

Emilian Frigioiu,
2/E, 28.03.1973

A day at the museum

Every so often our colleagues of the DAL/JTE Group get the opportunity to visit the world famous International Maritime Museum (IMM) in Hamburg's flashy HafenCity, founded by Peter Tamm. By invitation of Patricia von Rantzau, née Tamm, the founder's daughter, the last visit in February was a great success. The professionally guided tour took the guests on an almost half-day visit through the museum's ten "decks" in the impressive historic warehouse. A fine lunch in the IMM's restaurant topped the day. This time the visit was attended by Jihan Saab, Alexandra Hansen, Alexandra Trinkus, Patricia von Rantzau, Dr Arif Reschke (front row); Kai Nothdurft, Ute Reinecke, Katrin Kundoch, Emily Falkenhagen, Annika Rinck, Hannah Gau, Peter Willer, Sophia Pettke (middle row); Michael Saas, Katharina Lippens, Michael Lohle, Paul Goetzmann, Elias Franz, Jan Schuppius (back row, left to right).

Annika & Emily

Here they are, Annika Rinck and Emily Falkenhagen from our latest trainee generation. Annika on the left is from Buxtehude on the Elbe River and comes from a family with a rich background of seafaring. She says: "I was brought up in a shipping environment and I always wanted to be in the shipping business myself. Before she started her traineeship with John T. Essberger she spent three months as a volunteer in South Afrika, a country that fascinates her. She enjoys football and handball in her free time. Emily on the right is from Hamburg and interested in geography. She has gained some experience at an internship with a company specialised in environmental issues. Now she is with Essberger Dry Cargo and currently learning Spanish and Italian. What attracts her is the international flair of the shipping industry.

Here comes Anton

For Georg and Ann-Mari von Rantzau it is the third child, for the grandparents Heinrich and Annette von Rantzau the tenth grandchild: a ray of sunshine in troubled times. Anton von Rantzau is the name of the young man who is already looking very bright-eyed into the world. He hasn't said anything yet, but what we need to know is already known: born on 26 February 2023 at 05.13 a.m. in Hamburg-Altona, weight 4,230 g, height 54 cm. Nice that the family shares their joy with us. We wish them all the best.

Neue Mitarbeiter an Land

Dr. Ricardo Alvarez,
Finance Accounting Tax

Maria Bolodurina, *HR*

Kelly-Claudia Kimmer,
E&S Tankers

Jonas Neddermann,
E&S Tankers

Sergiy Radov,
Crewing

Neue Auszubildende an Land

Emily Falckenhagen
Annika Rinck

Wir gratulieren zur Geburt eines Kindes

Elena Thomson,
Tochter Pippa Edith,
März 2023

Malte Willer,
Tochter Marleen Louise,
Dezember 2022

In den Ruhestand tritt

Wilfried Fuhrmann,
April 2023

Wir gedenken

Marinus Kroon (CE),
Dezember 2022

Erwin Bacalso Mondejar (3O),
Februar 2023

Martha Hahnelt (101 Jahre),
Januar 2023

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DAL Cape Town Container Park has become a first address in South Africa's shipping business

On a visit DAL Managing Owner Heinrich von Rantzau had a close look at the new facility and was impressed by the dedication of the employees and the positive future prospect of the service provided to the customers

On the water, Deutsche Afrika-Linien (DAL) is currently not represented in South African ports. On land, all the more so. In the joint venture with the Sharaf Group (Dubai), both companies operate the Durban Container Park (DCP) in the ports of Durban and Cape Town. Heinrich von Rantzau, Managing Partner of DAL, visited the Cape Town branch in February, where he was welcomed by Managing Director Daniel Hunter and Manager Brent Moir and informed about the state of affairs. "I am very impressed with the visit to the depot and have learnt a lot. Some things you just don't understand until you're there, face-to-face." What one should know, we have summarised. It is first-hand information that we owe to Daniel and Brent in Cape Town.

Making Cape Town a better place for containers: Depot Manager Brent Moir, Heinrich von Rantzau on a visit from Hamburg and Chief Operations Officer Daniel Hunter on location

Where in Cape Town is the container park located and what is its size?
The 7.1-hectare site is about a 20-minute drive from the port of Cape Town in the suburb of Killarney Garden. The flat former farmland is designated as an industrial area, and several large shipping companies have their container storage facilities here. The storage capacity is 5,700 TEU. The site is divided into an older area and a newly developed area with recently constructed administrative buildings. Ninety people are employed at the Cape Town Container Park, 110 in Durban. The container park is located in the middle of Dunoom township, a so-called "informal settlement" where thousands of people live in tin shacks. When the container park was founded, there was only halfway green marshland all around. With the onset of the Covid-19 pandemic in 2020, the government settled needy people from other parts of the country here. Within a short time, the container park had become an island in the middle of the township. The corrugated iron huts still glisten silver in the sun.

Is the location of the container park a disadvantage?
There are no problems with security. Many of the workers employed in the container park come from the neighbourhood and earn their money here. There are good contacts with the Dunoom administration. Various projects are supported, especially the school. An important role is played by the association of minibus drivers, who are so important for passenger transport in South Africa, and who cooperate with the employer.

To the left we see a new public transport bus station, surrounded by the latest Cape Town settlement Dunoom created in 2020, and right in the middle we see the container park (DCP), all living in peaceful harmony

What role does DCP play in South Africa's business world?
DCP has a market share of 30 per cent in both Cape Town and Durban. DCP enjoys an excellent reputation through its range of services and the quality of its work. Our biggest clients are Hapag-Lloyd, Maersk and ONE.

What services does DCP offer?
Due to its favourable location in the port, and the composition of the import and export cargo, the focus of the work in Durban is mainly on trucking, warehousing and customs of dry cargo containers.

In Cape Town, the park is located at a greater distance from the harbour. The strengths lie in the area of maintenance and repair, where DCP occupies a top position in South Africa in the quality of its work. As Cape Town is South Africa's main export port for reefer cargo, especially citrus, wine, fruit and berries, the focus here is on handling reefer containers, knowing the special regulations for export to different countries and ensuring that the cold chains are not interrupted even during storage. To this end, DCP has a large number of reefer plugs for storage. This is especially in demand when reefer containers cannot be loaded because of storms or strikes.

Until the outbreak of the war in Ukraine, South Africa was a major supplier of citrus fruits to Russia. China has stepped in as a buyer.

South Africa has big problems with its electricity supply. Is this a problem in dealing with reefer containers?
This is indeed a problem. The daily so-called load shedding, i.e. the interruption of the state electricity supply, has become a part of life in South Africa. The reefer containers are usually not allowed to remain without power for more than two hours. Therefore, powerful diesel generators are needed to kick in. Diesel is expensive.

What are the plans for the future?
Storing a 40-foot dry container currently fetches eight rand (50 cents) a day. This is not economical. The goal is therefore to further expand the well-paying reefer container service.